

**Town of Arlington
Transportation Advisory Committee (TAC)**

Tuesday, April 9, 2002 7:15 PM

Committee members present: Richard Bento, Elisabeth Carr-Jones, Lt. Jim McHugh, Scott Smith, Ed Starr

Others present: Paolo Marinelli, Stephen Makowka, Alan Jones

Minutes from 3/12/2002 and 4/2/2002

The minutes of the 3/12 and 4/2 meetings were approved unanimously.

Meeting dates / times

Due to various conflicts, it may be best to go to an alternating Tuesday / Wednesday evening schedule for TAC meetings. However, the next meeting is still scheduled for Tuesday 5/14.

Other news

Rich Bento reported that the town has applied (through Ed Markey's office) for \$1.8 million for Mass. Ave. corridor work. However, the expectation of funding is very low. Also, crosswalk painting is planned for Arlington and will begin soon on Mass Ave.

Cleveland Street Report

Scott Smith reported that the only substantive change was to the recommendation on truck exclusions. He is waiting to hear back from Alan McClennen and John Maher before finalizing that recommendation.

Magnolia Street Report

Elisabeth Carr-Jones reported that the major change since the January 2002 report was a recommendation to investigate commuter parking options.

There was a brief discussion of report format. We agreed that the most important thing was to have a concise list of recommendations for the Board to vote on the first page. Jim McHugh suggested a TAC logo that clearly indicated that Police and DPW are represented on the TAC.

Jason Street working group

Ed Starr reported that David Walkinshaw is chair of a working group for this area. They will be meeting with the neighborhood on 4/25 in the evening, at Bob McKersie's home (197 Jason). The exact time for the meeting has not been determined.

The committee briefly discussed ideas for improving the geometry of the Hillsdale / Jason intersection, with a focus on safety / visibility at the crosswalk at Brantwood. Ideas included making it a T intersection, and a mini-rotary.

Jim McHugh reported that the State has given permission to close the Spring Street access to the Route 2 service road if the town judges that it is the correct approach. Next steps include traffic measurements and obtaining any available traffic measurements from the State. Scott Smith asked if historical crash data was available for the Spring Street/ Service Road intersection.

Warrant Article 66

Ed Starr reported that the Finance Committee now has copies of the draft Assessment Report, and Louis Berger has our comments on it. He reported that the Board of Selectmen was supportive of our \$50,000 plan. Ed will bring materials to the Warrant Article review for Town Meeting members on 4/10.

Given the financial uncertainty with State funding, warrant articles involving money (such as article 66) may be deferred to a delayed Town Meeting in June.

Massachusetts Avenue Corridor Study

Scott Smith reported on the 3/26 public meeting. Despite rainy weather, about 30 people attended, including Jack Hurd and Jim Marzilli. A number of ideas were raised:

- Clarifying the two straight-through lanes at the Route 16 intersection
- Using morning rush hour parking restrictions to add the needed eastbound lane between Linwood and Lake.

Rich Bento reported that Louis Berger still has about \$10,000 of the original \$30,000 available for additional work. Follow-up items include the following:

- Scott and Elisabeth organize the notes from the 3/26 meeting
- Scott to form a working group with citizens from the area. He will contact George Laite about possible candidates, and may put a notice in the Advocate.
- Rich Bento will obtain the Massachusetts Avenue CAD file from Louis Berger, so we can add to it.

This group could have a number of detailed planning sessions with Jim McHugh, Ron Santosuosso, Charlie Crevo and Marie Harris.

Speed Tables / Speed Humps

Rich Bento reported that there does not seem to be one standard for speed humps. Rather, there are many possible cross sections. Issues include drainage, speed spiking (as someone accelerates away from it to make up lost time), and emergency vehicle access. Jim McHugh suggested obtaining an opinion from John Maher about possible liability implications, as indicated in the Concord Report. One suggestion was for Rich or Scott to call Cambridge to see about their experience. Steve Makowka also volunteered to provide the materials that he has.

Bike Path Intersections

A concern was raised that markings and signage should be standardized on the roadway approaches to the bike path. Scott Smith suggested that the simplest approach would be to follow the Manual on Uniform Traffic Control Devices (MUTCD) guidelines, in chapter 9 of the Millennium edition.

Measurement Program

Jim McHugh reported that measurements would be taking place in the Jason Street area and Washington Street. He is also planning to obtain figures from Mass Highway on their recent measurements. Scott Smith indicated that for the Massachusetts Avenue corridor study, measurements may be needed for Bates, Orvis, Oxford, Winter and Marathon Streets.

Vision 2020 survey

Ed Starr reported that about 1450 responses have been received and tabulated.

Coop student

\$15,000 has been requested for funding as part of Warrant Article 66.

Projects

Major long-term projects include gathering additional traffic data, building a measurement database, gathering/analyzing crash statistics and updating the state functional classification of roads. Jim McHugh offered to obtain crash data from the state, as well as Arlington statistics for the past three years, and will furnish it to Scott for analysis. For functional classification, Rich Bento suggested that Ron Santosuosso would be a good person to clean up the errors (street names, one ways) in the existing map. However, any changes to functional classes would be part of a larger effort.

Other items

Alan Jones reported that the TAC web site has about 30 regular users. Steve Makowka asked about follow-up on some of the previously adopted recommendations. According to Rich Bento the DPW is starting to make more extensive use of the TrackWise software, so that an issue can be tracked all the way from public complaint to when the DPW takes action (such as making a road sign) to deal with it. Alan suggested that any follow-up information be posted on the TAC web site, in order to close the loop.

Paolo Marinelli mentioned that speeding MBTA buses were sometimes a problem early in the morning or late at night.

The meeting adjourned at 9:45 PM

Handouts:

Agenda packet including agenda and a summary of the Vision 2020 survey responses. – from Ed Starr

Minutes from 1/8/02 – from Scott Smith